

erly, quoted in Tredgold, that the average cost of a great number of Rail Roads in England, containing in the aggregate 500 miles, and upwards, of railway, is about £4,000 sterling per mile, or near \$18,000 per mile; whilst the average cost of 75 canals in that country, is near £8,000 sterling per mile, or \$36,000. In our own country the actual cost of such of those roads as have already been completed, and the estimated cost of those which have been minutely surveyed with a view to such an estimate, will be found to fall considerably below the estimate of Col. Long. The Quincy Rail Road, of which a considerable part is constructed over a deep morass, where the rails are supported upon piles, did not exceed in cost \$11,000 per mile; and it is maintained by those who have constructed it, that it could now be constructed for one-third less. The Mauch Chunk Railway cost, after grading, a little more than \$2,000 per mile. From the recent report of the board of internal improvement of the state of Massachusetts, upon the contemplated Rail Road from Boston to Providence, just submitted by the governor of that state to its legislature, it appears that the estimated cost of that road, which is to be constructed of granite and iron, falls short of \$8,000 per mile. The estimated cost of the railway, in connection with the Delaware and Hudson, is less than \$11,000 per mile, including the cost of all the machinery necessary to its operation. Although the contemplated route for the Baltimore and Ohio Rail Road will present some points of difficulty, which can only be overcome by considerable expenditure, yet the average facilities of the route are very great. The difficulties are less formidable, because they can be concentrated on a few points, and a level once obtained, can be preserved for a considerable distance. These do not consist, as has been imagined by some of frequent elevations and depressions, nor will they therefore require very frequently, and at short intervals, the aid of stationary engines. The committee have learned from the examinations before them, that from the point at which the route will strike the Potomac, a level can be preserved to the coal mines in Allegany, a distance of upwards of one hundred miles. It is also proper here to remark, that estimates were prepared by Capt. M'Neill and Dr. William Howard, which do not materially vary from that of Col. Long above submitted. If then this estimate be assumed as substantially correct, it will give, as its result, for the entire cost of the road, estimated to be three hundred miles in length, the gross sum of \$4,800,000. Thus there will remain, of the six millions originally contemplated for its completion, the sum of \$1,200,000, for the purchase of the *motive power*, or the